

1 talk a little bit about the unprotected nature of this
2 terminal.

3 In 1992 the Minerals Management Service calculated a
4 94 percent chance of an Exxon Valdez type oil spill in Southern
5 California within the next 30 years. That was in 1992. I just
6 want to let that sink in for a second.

7 One of the things about marine terminals that is in
8 the DEIR is that the open-ocean ones are more susceptible to
9 oil spills. The ports are much safer; much smoother
10 transitions happens in calmer water.

11 Another point I want to make is about this pre-
12 booming. Pre-booming is something that can really help
13 response efforts. And if -- and if it's not included in
14 these -- in these options we're not actually looking at
15 environmentally superior alternatives. So please include pre-
16 booming into all environmental alternatives.

17 One last thing is that it appears that the impacts to
18 economy via tourism is weak, and that the EIR, which needs --
19 which needs more expansion and investigation into impacts to
20 coastal cities based on oil spills and what that can do to
21 tourism.

22 One thing we did learn from the -- the -- BP's Gulf
23 oil spill is that there was massive catastrophic effects to all
24 coastal cities that even had oil spills rumored to hit the
25 beaches, all the beaches from Torrance to -- up to Sunset,

1 before it gets rocky, and even the rocky habitats are heavily
2 dependent on the money that comes from tourism. And so that
3 should be considered as -- as an impact, not just the jobs of
4 the single refinery.

5 The Alaskan habitats and towns are still suffering
6 from the Exxon Valdez spill over 20 years ago. And we can not
7 let that be a weak analysis in this DEIR. Thank you.

8 MR. OGGINS: Thank you.

9 MS. REINA: Good afternoon. My name is Toni Reina.
10 I'm representing Continental Development Corporation. We're a
11 major property owner in the City of El Segundo for over 40
12 years. I'm here on behalf of Continental today to encourage
13 the State Lands Commission to approve the proposed project,
14 granting Chevron's request for a new 30 year lease for its
15 marine terminal in order to enable the Chevron Refinery to
16 continue its operations.

17 The Chevron Marine Terminal and the El Segundo
18 Refinery have been in operation in its current location since
19 1911, as you mentioned in your presentation. The marine
20 terminal is a fundamental component of the refinery and it's
21 essential to the refinery's continued operation and critical
22 for maintaining gasoline and jet fuel supplies to our region.
23 The refinery is also a very important component in our local
24 regional -- and regional economy. It provides thousands of
25 direct and indirect jobs and millions of dollars in state and